

Mails.

OCCIDENTAL AND ORIENTAL STEAM-SHIP COMPANY.

**TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING**

THE Steamship
"OCEANIC"
will be despatched for San Francisco, Yokohama, and Kobe, at NOON, on FRIDAY, the 18th of October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

Passengers should be marked to

All **PACIFIC PACIFIC** money
 address in full, and the same will be received at
 the Company's Office until FIVE P.M. the day
 previous to sailing.

First-class Fares granted as follows:—
 To San Francisco.....\$25.00
 To San Francisco and return, } 393.75
 available for 6 months.....
 To Liverpool..... 325.00
 To London..... 330.00
 To other European Points at proportionate

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 14th October, 1939

**CANADIAN PACIFIC STEAMSHIP
COMPANY.**

**TAKING CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY**

AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship
"BATAVIA."

2,553 Tons Register, Williamson, Commanded
will be despatched for VANCOUVER, B.C.
via KOBE & YOKOHAMA, on THURSDAY
the 24th October at NOON.
To be followed by the S.S. "ABYSSINIA"

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows :—
To Vancouver and Victoria...(Mex.)\$210.00
To all Common Points in Canada } 275.00

and the United States.....	75.00
To Liverpool.....	320.00
To London.....	325.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and	

Imperial Chinese and Japanese Customs, to
obtained on application.
Consular Invoices to accompany Cargo de-
tined to Points in the United States, should
sent to the Company's Offices, addressed
Mr. D. E. BROWN, District Freight Agent

Vancouver, B.C.
Freight will be received on board until 4 P.M.
on the 23rd Oct.
All Parcels must be sent to our Office &
should be marked to address in full; and
same will be received by us until 5 P.M.

day previous to sailing.
For information as to Passage or Freight
apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 11th October, 1880.

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SU
PORT SAID, BRINDISI, GENOA, ANT
WERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC

PORTS;
ALSO,
LONDON, NEW YORK, BOSTON
BALTIMORE, NEW ORLEANS,
GALVESTON AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through E

of Landing for the principal places
RUSSIA.

ON SUNDAY, the 27th day of October
1889, at 10 A.M., the Company's Steam
"NECKAR," Captain Summer with MA

Shipping Orders will be granted till 10 a.m. on the 26th October 1920. Cargo will be received on board until 10 a.m., on the 26th October 1920. Specie and Parcels until 10 a.m., on the 26th October 1920.

The Steamer has splendid Accommodations and carries a Doctor and Stewardess.
For further particulars, apply to

Hongkong, 30th September, 1889.

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questions of politics, economy advocated by the Chinese in support of his scheme, and finally look at his assertion that the railway between Peking, Tientsin, and Hankow will bring prosperity to the coastal and inland provinces of China. As for the northern part of that province, the author has evidently been misled by the mere sight of these mines as he has not been able to distinguish between the surface and the underground. The same is true of the coal mines in the south. The author has not been able to distinguish between the surface and the underground. The same is true of the coal mines in the south.

